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Joint Meeting of the RID Committee of Experts and the
Working Party on the Transport of Dangerous Goods

Report of the Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods on its spring 2017 session*

held in Bern from 13–17 March 2017

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** For practical reasons, annex I has been published as an addendum, with the symbol ECE/TRANS/WP.15/AC.1/146/Add.1.

I. Attendance

1. The Joint Meeting of the RID Committee of Experts and the Working Party on the Transport of Dangerous Goods of the United Nations Economic Commission for Europe was held in Bern from 13 to 17 March 2017, with Mr. C. Pfauvadel (France) as Chair and Mr. H. Rein (Germany) as Vice-Chair.

2. In accordance with rule 1 (a) of the rules of procedure of the Joint Meeting, (ECE/TRANS/WP.15/AC.1/112/Add.2), representatives of the following countries participated as full members at the session: Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Italy, Latvia, Luxembourg, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, Slovakia, Spain, Sweden, Switzerland, Turkey, and United Kingdom.

3. In accordance with rule 1 (b) of the rules of procedure, the following were represented in a consultative capacity:

(a) Democratic Republic of the Congo;

(b) European Union (European Commission and European Union European Railways Agency (ERA)) and Organization for Cooperation between Railways (OSJD);

(c) The following international non-governmental organizations: Council on Safe Transportation of Hazardous Articles (COSTHA), European Association of Dangerous Goods Safety Advisers (EASA), European Chemical Industry Council (CEFIC), European Committee for Standardization (CEN), European Conference of Fuel Distributors (ECFD), European Cylinder Makers Association (ECMA), European Federation of Waste Management and Environmental Services (FEAD), FuelsEurope, European Industrial Gases Association (EIGA), European Liquefied Petroleum Gas Association (AEGPL), International Association of the Body and Trailer Building Industry (CLCCR), International Road Transport Union (IRU), International Tank Container Organisation (ITCO), International Union of Combined Road-Rail Transport Companies (UIRR), International Union of Private Wagons (UIP), and International Union of Railways (UIC).

II. Adoption of the agenda (agenda item 1)

Document: ECE/TRANS/WP.15/AC.1/145 and Add.1

Informal documents: INF.2 and INF.3 (Secretariat)

4. The Joint Meeting adopted the agenda proposed by the secretariat in documents ECE/TRANS/WP.15/AC.1/145 and Add.1 (document RID-17001-RC from OTIF) as updated by informal document INF.2.

III. Tanks (agenda item 2)

Documents: ECE/TRANS/WP.15/AC.1/144, annex II (Proposals for amendments adopted in square brackets at the autumn 2016 session)

ECE/TRANS/WP.15/AC.1/144/Add.1 (Report of the Working Group on Tanks at the autumn 2016 session)

ECE/TRANS/WP.15/AC.1/2017/3 (Germany) (1.2.1 — Introduction of a definition of “diameter of shell”)

ECE/TRANS/WP.15/AC.1/2017/13 (EIGA) (6.8.3.2.9 Items of equipment — Relief valves)

ECE/TRANS/WP.15/AC.1/2017/17 (Netherlands) (Rupture pressure of bursting discs in 6.8.2.2.10)

ECE/TRANS/WP.15/AC.1/2017/18 (Netherlands) (Inclusion of provisions for flame arresters on breathing devices)

ECE/TRANS/WP.15/AC.1/2017/19 (Netherlands) (Amendment of subsection 6.8.2.1.23)

ECE/TRANS/WP.15/AC.1/2017/20 (France) (Tanks with a section including a concave part — interpretation of 6.8.2.1.18)

ECE/TRANS/WP.15/AC.1/2017/21 (France) (Demountable tanks and tank-containers — Interpretation of definitions)

ECE/TRANS/WP.15/AC.1/2017/22 (United Kingdom) (Report of the informal working group on the inspection and certification of tanks)

Informal documents: INF.6 (UIP) (Welding operations in accordance with 6.8.2.1.23)

INF.7 (United Kingdom) (Identification of the State in whose territory the type approval for a fixed tank (tank vehicle), demountable tank or battery-vehicle was granted)

INF.8 (ECFD) (Interpretation of tank forms in 6.8.2.1.18-6.8.2.1.20 and in 13094:2015)

INF.11 (Belgium) (Holding time — Information in transport document)

INF.12 and INF.13 (United Kingdom) (Report of the informal working group on the inspection and certification of tanks)

INF.25 (United Kingdom) (Tanks: Pressure test using another liquid or gas)

INF.27 (Germany) (Procedures for type approval)

5. Consideration of the documents was assigned to a working group that met from 13 to 15 March with Mr. A. Bale (United Kingdom) as Chair.

Report of the Working Group on Tanks

Informal documents: INF.34 (Report of the Working Group)

INF.35 (United Kingdom)

6. The Joint Meeting endorsed the conclusions and recommendations of the Working Group, whose report appears in annex I as addendum 1 to this report, with the following comments or observations. The adopted proposals of amendments to RID/ADR/ADN for entry into force on 1 January 2019 appear in annex II to this report. The texts adopted between square brackets would have to be checked at the next session.

7. For proposal No. 9 in paragraph 17 of the report (new footnote to 6.8.2.1.23), the representative of Belgium wondered whether the use of alternative methods should not require permission from the competent authority. She was invited to come back to this subject at the next session if she was not satisfied with the technical explanations provided.

8. For item 8 (paragraphs 26-29), the representative of ERA indicated that the Agency would be represented in the work of the informal working group on the inspection and

certification of tanks due to legislation for authorization of placing on the market of railway vehicles.

9. For item 9 (welding operations in accordance with 6.8.2.1.23), the representative of ERA asked whether the UIP proposal would affect maintenance workshops. ERA was invited to consult UIP so that its eventual concerns may be addressed when the proposal is drafted.

10. For item 10 (Identification of the State in whose territory the type approval for a fixed tank (tank-vehicle) demountable tank or battery vehicle was granted), the text and the transitional provision proposed by the United Kingdom in informal document INF.35 were adopted between square brackets.

IV. Standards (agenda item 3)

Document: ECE/TRANS/WP.15/AC.1/2017/12 (CEN) (Information on work in progress in CEN)

Informal documents: INF.18 (CEN) (Information on work in progress in CEN)
INF.28 (Germany) (Standard EN 1626:1999)

11. Consideration of the documents was assigned to the Working Group on Standards, which met during the lunch breaks.

Report of the Working Group on Standards

Informal document: INF.30 (Report of the Working Group on Standards)

12. The Joint Meeting took note of the conclusions of the Working Group on Standards and adopted its proposals with some changes (see annex II).

13. It was noted that the ISO 2719 standard referenced in 2.3.3.1.1 and 2.3.3.1.2 to determine flash points was not dated, but that the latest published version was ISO 2719:2016.

14. The Joint Meeting also noted that the amendment to the referenced standard in respect of paragraph 4.1.6.8 in the Table under 6.2.4.1 was important, as it corrected an error. It therefore recommended that the competent authorities accept its application in advance, in accordance with 6.2.5.

V. Interpretation of RID/ADR/ADN (agenda item 4)

A. Interpretation of marking of bundles

Document: ECE/TRANS/WP.15/AC.1/2017/15 (EIGA)

15. The Joint Meeting confirmed the interpretation of EIGA according to which the technical standard to be marked on the bundle of cylinders at the time of checks and periodic testing is the original technical standard used for design, manufacture and testing.

16. During the discussion, the representative of Finland asked whether the reference to standard 12755 in packing instruction P200 was still applicable, as she believed it had been replaced with standard EN ISO 13088. The Working Group on Standards was invited to check on that question.

B. Implication of 1.8.1 for the competent authorities

Informal document: INF.26 (France)

17. The document drew attention to the contradiction between section 1.8.1, which indicated that the competent authorities of the Contracting Parties might proceed with administrative checks in their territory, and national law, which in certain countries did not allow the competent authorities to check cargoes or proceed with checks in enterprises. The question thus arose as to whether a Contracting Party could refuse entry into its territory of a vehicle from another Contracting Party that did not have the legal possibility under its national law to carry out such checks.

18. It was noted that in ADN, the checks under 1.8.1 were mandatory and had a legal basis in article 4 (3), which did not exist in either RID or ADR. Some delegations then asked whether it would be possible to make such checks mandatory for transport covered by RID and ADR, which was already the case for the countries of the European Union. A member of the ECE secretariat, when asked, said that he believed the ADR Contracting Parties had already customarily agreed to introduce into annexes A and B of ADR, notably Chapter 1.8, provisions that were not in the strict sense of the word conditions to be met for the international transport of dangerous goods authorized under ADR article 2 (2). The provisions in question, those addressing checks, accident reports, safety advisers and mutual support, etc., were apparently more akin to an agreement among the Contracting Parties to implement practical, harmonized measures at the national level to ensure observance of the safety and security prescriptions and to strengthen mutual trust among the Contracting Parties.

19. Several delegations indicated that the checks were an essential means to ensure safety. They expected all Contracting Parties to take measures to appoint inspection bodies. Their national law should allow such bodies to act in conformity with the provisions of RID and ADR.

20. The Joint Meeting would possibly raise the question again at its next session on the basis of proposals that several delegations announced.

C. Interpretation of 1.8.3.15: acceptance of safety adviser certificates

Document: ECE/TRANS/WP.15/AC.1/2017/2 (Spain)

21. In the document in question, Spain asked whether a safety adviser certificate issued by a country must, under RID/ADR, be accepted in another country for domestic transport and undertakings within that country.

22. It was noted that, as international instruments, RID, ADR and ADN were applicable only to international transport. A certificate issued by any Contracting Party must be recognized as proof of competence in accordance with 1.8.3.15, but the right of a domestic undertaking to employ an adviser holding a certificate issued by another country could be affected by legal instruments other than RID, ADR and ADN, for instance by national labour laws.

23. As domestic transport was not legally subject to RID, ADR and ADN, each State maintained the sovereign right to accept or to not accept certificates issued by other countries, regardless of whether they were Contracting Parties to RID, ADR and ADN, but taking into consideration the other legal obligations that the country might have to fulfil in respect of other countries. An example was European Union Law, and specifically directive 2008/68/EC, or other instruments of the European Union addressing the reciprocal recognition of certificates or the right to practice professions in certain States, etc. The Joint

Meeting did not consider itself competent to express a position on an interpretation relating to European Union Law as a whole. Some delegations felt it was necessary to clarify this point at European Union level.

VI. Proposals for amendments to RID/ADR/ADN (agenda item 5)

A. Pending issues

1. Transport of low pressure TL lamps

Document: ECE/TRANS/WP.15/AC.1/2017/9 (FEAD)

Informal document: INF.32 (FEAD)

24. Most delegations considered that, in the light of special provision 366, low pressure TL lamps containing less than 1 kg of mercury and no other dangerous goods were clearly exempted from RID/ADR/ADN. Some thus saw no difficulty to insert a NOTE in 1.1.3.10 referring to that special provision, while others felt that it was unnecessary, and other delegations considered that inserting such a NOTE would lack coherence, as 1.1.3.10 was only applicable if the lamps contained quantities of mercury exceeding those mentioned in special provision 366.

25. Furthermore, the representative of Germany considered that lamps containing mercury are only exempted according to special provision 366 if the mercury is permanently enclosed in the article, equipment or instrument, which was not ever the case when used lamps were collected for recycling or disposed. He said the question should thus be taken up again by the United Nations Sub-Committee of Experts.

26. The Joint Meeting eventually decided by a large majority not to take a decision to include the NOTE proposed at the current session and to decide only once the question had been resolved within the United Nations Sub-Committee of Experts, it being understood that Germany would prepare a proposal for the Sub-Committee.

2. Use of metal IBCs (11A) for the transport of packaged waste as dangerous goods

Document: ECE/TRANS/WP.15/AC.1/2017/10 (FEAD)

27. Opinions were divided about the proposal from FEAD. Some delegations were not opposed to metallic IBCs being used to carry waste in inner packagings, but they did not support the double marking of such IBCs as 4A boxes. Others considered that such containers could serve as either 11A IBCs or 4A boxes if they met the requirements of Chapters 6.1 and 6.5, but they did not support their use for the transport of packaged waste. Other delegations asked what was meant by FEAD when it referred to small inner receptacles, as drums, for instance, were not small. Lastly, some considered that the practices described by FEAD as having been proven to ensure transport safety were not in conformity with ADR, and that while they might have been used in specific contexts for particular kinds of waste, it would be unacceptable to generalize them for all types of packaged waste without specifying the conditions for their use.

28. The proposal from FEAD, put to the vote, was rejected.

B. New proposals

1. Special provision 386

Document: ECE/TRANS/WP.15/AC.1/2017/6 (Italy)

29. The representative of Italy withdrew the document and said that he would prepare a new proposal.

2. Section 3.2.1: Amendment of the explanatory note for column (9a)

Document: ECE/TRANS/WP.15/AC.1/2017/7 (Italy)

30. The proposed amendment was adopted (see annex II).

3. Amendment of 6.6.3.1 (c)

Document: ECE/TRANS/WP.15/AC.1/2017/8 (Italy)

31. It was noted that no LP Packing Instruction were currently assigned to packing group I substances. However, several delegations were not in favour of the proposed amendments because Chapter 6.6 provided test criteria for large packagings intended to carry dangerous goods of packing group I, and they did not wish to establish obstacles to possible future developments. The proposal should in any case first be submitted to the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods.

4. Assignment of special provision MP24 to UN No. 0509

Informal document: INF.10 (Germany)

32. The proposal of Germany was adopted (see annex II).

5. Concept of “danger”, “hazard” and “risk” in RID/ADR/ADN

Informal document: INF.16 (Romania, UIC and IRU)

33. The Joint Meeting noted that the United Nations Sub-Committee had amended the Model Regulations on the Transport of Dangerous Goods to harmonize the use of the terms “danger”, “hazard” and “risk” in order to specifically take into account the definitions of those terms in the Globally Harmonized System of Classification and Labelling of Chemicals (GHS). The ECE secretariat was preparing a proposal, for the use of the Ad Hoc Working Group on the Harmonization of RID/ADR/ADN with the UN Recommendations on the Transport of Dangerous Goods, which would harmonize RID/ADR/ADN. Romania, UIC and IRU had identified the specific paragraphs of RID, ADR and ADN where changes might be considered.

34. The Joint Meeting considered that the Ad Hoc Working Group should concentrate on harmonization with the United Nations Recommendations, and if time allowed, it should also address the specific parts of RID, ADR and ADN, for which the representative of UIC could provide a basis for the work. If there was no time for the Working Group to study texts that did not come from the United Nations Model Regulations, it would then be for the Joint Meeting, WP.15, the RID Committee of Experts and the ADN Safety Committee to study the specific texts of RID, ADR and ADN, as appropriate.

6. Special provision 250 in Chapter 3.3

Informal documents: INF.21 (Sweden)

INF.31 (Sweden)

35. The Joint Meeting noted that paragraph (a) of special provision 250 differed from the paragraph in the United Nations Model Regulations insofar as it included a reference to paragraph S-3-8 of the Supplement to the ICAO Technical Instructions, and that Sweden proposed to amend it so as to replace it with a reference to paragraph S-4-8. The question arose as to whether it was desirable to provide a reference to that paragraph of the Supplement in RID/ADR/ADN. The Joint Meeting thus requested the representative of Sweden to check

whether the packing instruction in question, which had appeared in the Supplements to the previous versions of the ICAO Technical Instructions, had not been included in the 2017 version.

36. On a new proposal of Sweden in informal document INF.31, the Joint Meeting eventually decided to delete the text in brackets referring to the Supplement to the ICAO Technical Instructions (see annex II).

7. Miscellaneous corrections to Parts 1, 2, 4, 5 and 6

Informal document: INF.23 (Russian Federation)

37. The Joint Meeting took note of the various proposals for editorial changes or corrections, but those proposals, some of which apparently concerned only RID, had been submitted late. It invited the representative of the Russian Federation to draw them up in an official document and to check whether they would also apply to ADR and ADN.

8. Paragraph 1.8.3.16.2

Document: ECE/TRANS/WP.15/AC.1/2017/4 (Italy)

Informal document: INF.17 (EASA)

38. Opinions were divided on the proposal to require a full examination, including the case study specified in 1.8.3.12.4 (b), for renewal of the safety adviser's certificate. The proposal was finally put to a vote and rejected.

9. Amendment to section 1.8.3

Document: ECE/TRANS/WP.15/AC.1/2017/5 (Italy)

Informal document: INF.17 (EASA)

39. The first proposal, to set minimum pass marks for the tests described in 1.8.3.12.4 (a) and (b) as a condition for passing the examination, was not widely supported and the representative of Italy withdrew it.

40. The second proposal, on the period of validity of a new certificate when the scope was extended during its period of validity, was adopted as presented (see annex II).

10. Extending the scope of application of the provisions of Chapter 5.2 regarding weather-resistance to placards, orange-coloured plates and marks

Document: ECE/TRANS/WP.15/AC.1/2017/1 (UIC)

Informal documents: INF.29 and INF.29/Rev.1 (UIC)

41. Following discussion, the representative of UIC said that he would submit a new proposal to the next session, taking into account the comments made.

VII. Reports of informal working groups (agenda item 6)

A. Informal working group on alternative methods for periodic inspections

Informal documents: INF.9 (AEGPL, on behalf of the informal working group)
INF.22 (Spain)
INF.24 (United Kingdom)

42. The Joint Meeting took note of the state of progress of the work and the three proposals presented; many comments were made, for example, on the difficulty of introducing a mixture of guidelines and procedures, in addition to the actual technical requirements, into RID and ADR. A new mandate was drawn up so that the comments made would be taken into account in the group's subsequent work.

In summary:

(a) The informal working group will have to clarify on the basis of existing work which provisions must be adopted and included in the regulations. More specifically, it will have to address remaining questions notably pertaining to:

- sampling rules;
- the definition of a possible service life in relation to potential degradation and to ageing for characteristics that can affect the safety of the receptacles concerned;

(b) The informal working group will specify again which confidence and risk levels are acceptable;

(c) In addition to this work, the informal working group may develop technical guidelines for the implementation of alternative control methods. As opinions differ regarding the incorporation of these guidelines into the regulations, it will be considered by the informal working group and later decided upon by the Joint Meeting.

B. Informal working group on reducing the risk of a BLEVE during the transport of dangerous goods

Informal document: INF.15 (France)

43. The Joint Meeting was informed of the outcome of the work carried out by the French National Institute for Environmental Technology and Risks (INERIS) at the request of the Government of France in the context of the work of the informal working group on reducing the risk of a BLEVE during the transport of dangerous goods. It involved using a predictive tool developed by INERIS to forecast the behaviour of liquefied petroleum gas (LPG) tanks when exposed to fire, when fitted only with a safety valve, only with fire protection coating, or with a safety valve and fire protection coating, for different tank geometries and different kinds of thermal protection. The results were consistent with those of the experimental tests on tanks conducted by German Federal Institute for Materials Research and Testing (BAM) in 1998 and in 2013-2014. The digital predictive model presented the advantage of being able to cover a broad range of scenarios without the need for costly destructive tests. Additional tests might nevertheless be necessary for the final validation of the model and for studying the response of safety valves when directly exposed to fire.

44. The Joint Meeting welcomed the results of the work. Several delegations said they could provide additional experimental data to help with the validation of the model.

45. A technical discussion followed on the respective merits of the different ways of preventing BLEVE, some delegations expressing reservations about the use of thermal insulation, given both the possible economic drawbacks (cost and reduction in carrying capacity) and the safety concerns (risk of damage, corrosion, etc.). It was, however, recalled that all the relevant elements need to be taken into account in the context of risk assessment and it would be preferable for the technical discussions to take place within the informal working group. The representative of Germany said that some of these questions had already been addressed by the working group and some of the fire tests had been conducted to investigate the effects of damage to the coating.

46. The representative of INERIS confirmed that the model could take account of various parameters, such as localized fires, goods other than LPG, other types of receptacle (e.g. vehicle tanks), reduced thickness of, and damage to coatings, aluminium mesh for tanks to allow heat transfer between the liquid and solid phases, etc.

47. It was finally decided to ask interested delegations to inform the representative of France before the end of May 2017 of the simulations they would like to see carried out. The results, which might also help in improving the model parameters, would be presented at the next session of the Joint Meeting, when a new mandate could be decided on for the continuation of the informal working group's activities.

VIII. Accidents and risk management (agenda item 7)

Informal document: INF.20 (ERA)

48. The Joint Meeting took note of the report of ERA on the eighth and ninth workshops of the road map on risk management in the context of rail, road and inland waterway transport of dangerous goods.

49. It was recalled that such workshops had originally been set up in response to a need for harmonization of risk management procedures within the European Union, and that their results could be reflected in a European directive. The Joint Meeting had followed the work and several delegations were active in the workshops, as those results could be useful in the broader context of RID, ADR and ADN, and such procedures should be supplemented by an improvement of accident and incident data collected in a database of accident reports in the near future.

50. In order for the Joint Meeting to discuss the potential implementation of such procedures, it was suggested that ERA should give a presentation of the guides under development at the next session, and later should formally submit the guides.

51. The next workshop would take place from 13 to 15 June in Valenciennes. The ERA representative encouraged all delegations to provide any comments they might have on the plan of action proposed for 2018-2021.

IX. Future work (agenda item 8)

52. The next session will take place in Geneva from 19 to 29 September 2017 with a Working Group on Tanks from 19 to 21 September 2017.

X. Any other business (agenda item 9)

A. Carriage of pressure receptacles approved by the Department of Transportation of the United States of America (DOT)

Document: ECE/TRANS/WP.15/AC.1/2017/14 (EIGA)

Informal document: INF.19 (EIGA)

53. The Joint Meeting accepted in principle that the text corresponding to multilateral agreement M299 as drafted in informal document INF.19 could be introduced as paragraph 1.1.4.7 of RID/ADR/ADN, if the petition for rule-making in the United States of America were successful.

B. Request for consultative status for the Council on Safe Transportation of Hazardous Articles (COSTHA)

Document: ECE/TRANS/WP.15/AC.1/2017/16 (Secretariat)

Informal document: INF.5 (Secretariat)

54. After some discussion and clarification, the Joint Meeting accepted that COSTHA should participate in its meetings with consultative status.

C. Entry into force of a Polish law to indicate the owner of the dangerous goods in documents in accordance with Chapter 5.4

Document: ECE/TRANS/WP.15/AC.1/2017/11 (UIC, IRU, CEFIC)

55. The Joint Meeting noted that the requirement to indicate the owner of dangerous goods in transport documents in Poland was linked to a tax regulation and that the Government of Poland did not consider it to be in contradiction with ADR, in view of article 4 (1). The Joint Meeting also noted that the industry was still very concerned by the requirement, which went against the facilitation of transport, but that discussions were ongoing and the European Commission was considering the legal aspect in the framework of European Union law.

D. Non-adoption of the 2017 amendments to SMGS Annex 2

Informal document: INF.14 (OTIF secretariat)

56. The Joint Meeting regretted the fact that the States that applied SMGS had not adopted the amendments corresponding to the 2017 amendments to RID. It noted that the situation was linked to the refusal of some countries to introduce references to EN standards or European directives, as the countries concerned did not have the possibility of participating in the development of the standards or simply did not have free access to them.

57. However, it was pointed out that there was a cooperation agreement between CEN, CENELEC and ROSSTANDART that allowed ROSSTANDART to participate, at least as an observer, in the development work and to translate the standards. The Joint Meeting therefore expressed the hope that a solution might be found to the issue in the future.

58. The Joint Meeting emphasized that the situation was detrimental for the OSJD member countries, since a complete rejection of the amendments would lead to disparities between road and inland waterway regulations (ADR and ADN) and rail regulations (SMGS) in those countries, not only in respect of pressure receptacles, but also for all aspects of the regulations that required global harmonization on the basis of the nineteenth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods (Model Regulations). The Joint Meeting therefore hoped that the OSJD member States would be able to adopt at least those amendments not related to the CEN standardization work and the European Union directives.

59. In respect of the standards applicable to pressure receptacles, it was recalled that, under ADR and ADN, the Contracting Parties to the two agreements could conclude multilateral agreements that derogated from the general rule and allowed them to transport, on their territories, such receptacles as met the different standards that they considered to provide an equivalent or acceptable level of safety. A solution to allow the transport of pressure receptacles that met the EN standards referred to in RID or ADR, or other standards

judged by the OSJD member States to be equivalent, should therefore be conceivable for transport under annex 2 of SMGS.

E. Proposed corrections to RID/ADR/ADN

Informal document: INF.33 (Secretariat)

60. The Joint Meeting noted that the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, contained errors that had been corrected by the Sub-Committee of Experts. The errors had been repeated in RID, ADR, ADN, the IMDG Code and the ICAO Technical Instructions and should therefore be corrected. The ECE and OTIF secretariats were requested to take the necessary steps for the corrections to be made as quickly as possible (see annex III).

XI. Adoption of the report (agenda item 10)

61. The Joint Meeting adopted the report on its spring 2017 session and its annexes on the basis of a draft prepared by the secretariat.

Annex I

Report of the Working Group on Tanks

(see ECE/TRANS/WP.15/AC.1/146/Add.1)

Annex II

Draft amendments to RID/ADR/ADN for entry into force on 1 January 2019

Chapter 1.2

Amend the definition of “hermetically closed tank” to read as follows:

“*Hermetically closed tank*” means a tank that:

- is not equipped with safety valves, bursting discs, other similar safety devices or vacuum valves <(RID only) or with self-operating ventilation valves>; or
- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10, but is not equipped with vacuum valves <(RID only) or with self-operating ventilation valves>.

A tank intended for the carriage of liquid substances with a calculation pressure of at least 4 bar or intended for the carriage of solid substances (powdery or granular) regardless of its calculation pressure is also considered hermetically closed if it:

- is equipped with safety valves preceded by a bursting disc according to 6.8.2.2.10 and vacuum valves <(RID only) or with self-operating ventilation valves>, in accordance with the requirements of 6.8.2.2.3; or,
- is not equipped with safety valves, bursting discs or other similar safety devices, but is equipped with vacuum valves <(RID only) or with self-operating ventilation valves>, in accordance with the requirements of 6.8.2.2.3.”

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/17 and informal document INF.34)

1.2.1 Insert the following new definition in alphabetical order:

“*Diameter*” (for shells of tanks) means the internal diameter of the shell.”

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/3 and informal document INF.34)

Chapter 1.6

1.6.3 Add the following new transitional measure:

“1.6.3.49 Tank-wagons/ Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not conform to the requirements of 6.8.2.2.10 concerning the nominal pressure of the bursting disc applicable as from 1 January 2019 may continue to be used [until the next periodic inspection]. “

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/17 and informal document INF.34)

“1.6.3.50 Tank-wagons/ Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.3 last paragraph concerning the flame arresters on breather devices applicable from 1 January 2019 may continue to be used. “

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/18 + informal document INF.34)

“1.6.3.51 Tank-wagons/ Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not however conform to the requirements of 6.8.2.1.23 concerning the check of the welds in the knuckle area of the tank ends applicable as from 1 January 2019 may still be used.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/19 and informal document INF.34)

“1.6.3.52 Tank-wagons/ Fixed tanks (tank-vehicles) and demountable tanks constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2019 may continue to be used.”.

(Reference document: informal document INF.34)

[“1.6.3.53 Type approval certificates issued [for tank-wagons and battery-wagons/ fixed tanks (tank-vehicles), demountable tanks and battery-vehicles] before 1 July 2019 in accordance with the requirements of 6.8.2.3.1 in force up to 31 December 2018 but which do not, however, conform to the requirements of 6.8.2.3.1 to show the distinguishing sign used on vehicles in international road traffic* of the state whose territory the approval was granted and a registration number applicable as from 1 January 2019 may still be used.

* Distinguishing sign of the state of registration used on motor vehicles and trailers in international road traffic, e.g. in accordance with the Geneva Convention on Road Traffic of 1949 or the Vienna Convention on Road Traffic of 1968.]”.

(Reference document: informal document INF.35)

1.6.4 Add the following new transitional measure:

“1.6.4.51 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not conform to the requirements of 6.8.2.2.10 concerning the nominal pressure of the bursting disc applicable as from 1 January 2019 may continue to be used [until the next periodic inspection].”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/17 and informal document INF.34)

“1.6.4.52 Tank-containers constructed before 1 July 2019 in accordance with the requirements of 6.8.2.2.3 in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.3 last paragraph concerning the flame arresters on breather devices applicable from 1 January 2019 may continue to be used.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/18 + informal document INF.34)

“1.6.4.53 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which do not however conform to the requirements of 6.8.2.1.23 concerning the check of the welds in the knuckle area of the tank ends applicable as from 1 January 2019 may still be used.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/19 + informal document INF.34)

“1.6.4.54 Tank-containers constructed before 1 July 2019 in accordance with the requirements in force up to 31 December 2018 but which however do not conform to the requirements of 6.8.2.2.11 applicable from 1 January 2019 may continue to be used.”.

(Reference document: informal document INF.34)

Chapter 1.8

1.8.3 Insert the following new sub-section 1.8.3.19:

“1.8.3.19 *Extension of the certificate*

Where an adviser extends the scope of his certificate during its period of validity by meeting the requirements of 1.8.3.16.2, the period of validity of a new certificate shall remain that of the previous certificate.”.

(Reference document: *ECE/TRANS/WP.15/AC.1/2017/5*)

Chapter 3.2

3.2.1 In the explanatory note for Column (9a), in the third indent, after “with the letter ‘L’”, insert: “or the letters ‘LL’” (twice).

(Reference document *ECE/TRANS/WP.15/AC.1/2017/7*)

Table A

For UN No. 0509, in column (9b), insert: “MP24”.

(Reference document: *informal document INF.10*)

Chapter 3.3

Special provision 250 In paragraph (a), delete: “(see Table S-3-8 of the Supplement)”.

(Reference documents: *informal documents INF.21 and INF.31*)

Chapter 4.1

4.1.4.1, P 200 In paragraph (11), in the Table, replace the entry for standard “EN 1439:2008” in column “Reference” by: “EN 1439:[2017]”.

[Reference document: *informal document INF.30*]

4.1.4.1, P200 In paragraph (11), in the Table, after the row for “EN 1439:[2017]”, insert the following standard:

(RID:)

| | | |
|-----|-----------------|--|
| (7) | EN 13952:[2017] | LPG equipment and accessories – Filling operations for LPG cylinders |
|-----|-----------------|--|

(ADR:)

| | | |
|------------------------|-----------------|--|
| (7) and (10) ta (b) | EN 13952:[2017] | LPG equipment and accessories – Filling operations for LPG cylinders |
|------------------------|-----------------|--|

(Reference document: *informal document INF.30*)

4.1.4.1, P200 In paragraph (11), in the Table, delete the row for standard “EN 12755:2000”.

(Reference document: *informal document INF.30*)

4.1.4.1, P200 In paragraph (12), in 2.1, replace “EN 1439:2008” by: “EN 1439: [2017] and EN 13952:[2017]”.

(Reference document: informal document INF.30 as amended)

4.1.6.15 In the Table, in the column “Reference”, replace “ISO 11114-1:2002” by: “EN ISO 11114-1:2002 + A1:2017”.

(Reference document: informal document INF.30)

4.1.6.15 In the Table, in the column “Reference”, replace “Annex A of ISO 10297:2006 or annex A of ISO 10297:2014” by: “Annex A of EN ISO 10297:2006 or annex A of EN ISO 10297:2014 or annex A of EN ISO 10297:2014 + A1:[2017]”.

(Reference document: informal document INF.30)

4.1.10.4, MP 24 In the Table, insert a new column and a new row with the following heading: “0509”. At the intersections of this new column/row with the columns/rows for UN Nos. 0027, 0028, 0044, 0160 and 0161, insert: “B”.

(Reference document: informal document INF.10)

Chapter 6.2

6.2.4.1 Amend the Table, under “for design and construction”, as follows:

– Amend the Note appearing under the title of standard EN 1251-2:2000 to read as follows:

“NOTE: Standards EN 1252-1:1998 and EN 1626 referenced in this standard are also applicable to closed cryogenic receptacles for the carriage of UN No. 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference documents: informal documents INF.28 and INF.30)

Amend the Table, under “for closures”, as follows:

– For standard “EN ISO 10297:2014”, in column (2), delete: “(ISO/DIS 10297:2012)”.

(Reference document: informal document INF.30 as amended)

– For standard “EN ISO 10297:2014”, in column (4), replace “Until further notice” by: “Between 1 January 2015 and 31 December 2020”.

(Reference document: informal document INF.30)

– After standard “EN ISO 10297:2014”, insert the following new row:

| | | | | |
|-------------------------------------|---|---------------------------|----------------------------|--|
| EN ISO 10297:2014 + A1:[2017] | Gas cylinders – Cylinder valves – Specification and type testing | 6.2.3.1 and 6.2.3.3 | Until further notice | |
|-------------------------------------|---|---------------------------|----------------------------|--|

(Reference document: informal document INF.30)

– Under the title of standard EN 1626:2008, insert the following Note:

“NOTE: This standard is also applicable to valves for the carriage of UN No 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference documents: informal documents INF.28 and INF.30)

Chapter 6.8

6.8.2.1.23 In the last sentence of the first sub-paragraph after “ultrasound”, insert a reference to a footnote * to read as follows:

“* Lap joints used for joining an end to the shell wall may be tested using alternative methods to radiography or ultrasound.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/19 and informal document INF.34)

Amend the second sentence under “ $\lambda = 0.8$ ” to read as follows:

“The non-destructive checks shall include all weld “Tee” junctions, all inserts used to avoid welds crossing and all welds in the knuckle area of the tank ends.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/19 and informal document INF.34)

Amend the second sentence under “ $\lambda = 0.9$ ” to read as follows:

“The non-destructive checks shall include all connections, all inserts used to avoid welds crossing, all welds in the knuckle area of the tank ends and all welds for the assembly of large-diameter items of equipment.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/19 and informal document INF.34)

6.8.2.2.3 Insert the following penultimate sub-paragraph/ Add the following sub-paragraph:

“Flame arresters for breather devices shall be suitable for the vapour emitted by the substances carried (maximum experimental safety gap – MESH), temperature range and application. They shall meet the requirements and tests of EN ISO 16852:[2010] for the situations given in the table below:

| Application/Installation | Testing requirements |
|--------------------------------------|--|
| Direct communication with atmosphere | EN ISO 16852:[2010], 7.3.2.1 |
| Communication to pipe work system | EN ISO 16852:[2010], 7.3.3.2 (applies to valve/flame arrester combinations when tested together) |
| | EN ISO 16852:[2010], 7.3.3.3 (applies to flame arresters tested independently of the valves) |

”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/18 and informal document INF.34)

6.8.2.2.10 Amend the first sentence of the second sub-paragraph to read as follows:

“The bursting disc shall rupture at a nominal pressure [between 0.9 to 1.0 times the test pressure], except for tanks intended for the carriage of compressed, liquefied or dissolved gases where the arrangement of the bursting disc and safety valve shall be such as to satisfy the competent authority.”.

At the end of the second sub-paragraph, delete: “which may disrupt the action of the safety valve”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/17 and informal document INF.34)

[6.8.2.3.1 Amend the second indent to read as follows (the dividing line is deleted):

“– an approval number for the type which shall consist of the distinguishing sign used on vehicles in international road traffic^{9/8} of the State in whose territory the approval was granted and a registration number;”.]

(Reference documents: informal documents INF.7 and INF.34)

6.8.2.6.1 (ADR only:)

Amend the Table, under “For design and construction of tanks”, as follows:

– Amend the Note appearing under the title of standard EN 13530-2:2002 + A1:2004 as follows:

“NOTE: Standards EN 1252-1:1998 and EN 1626 referenced in this standard are also applicable to closed cryogenic receptacles for the carriage of UN No. 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference documents: informal documents INF.28 and INF.30)

Amend the Table, under “For equipment”, as follows:

– Under the title of standard EN 1626:2008, insert the following Note:

“NOTE: This standard is also applicable to valves for the carriage of UN No 1972 (METHANE, REFRIGERATED LIQUID or NATURAL GAS, REFRIGERATED LIQUID).”

(Reference documents: informal documents INF.28 and INF.30)

Amendments to ECE/TRANS/WP.15/AC.1/144, Annex II

Chapter 1.6

Amend new 1.6.3.47 to read as follows:

“1.6.3.47 Tank-wagons / Fixed tanks (tank-vehicles) and demountable tanks built before 1 July 2019, fitted with safety valves meeting the requirements in force up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 last sub-paragraph concerning their design or protection applicable from 1 January 2019 may continue to be used until the next intermediate or periodic inspection after 1 January 2021.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/13 and informal document INF.34)

Amend new 1.6.3.48 to read as follows:

“1.6.3.48 Notwithstanding the requirements of special provision TU 42 of 4.3.5 applicable from 1 January 2019, tank wagons/ fixed tanks (tank vehicles) and demountable tanks with a shell constructed of aluminium alloy, including those with a protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.”.

(Reference document: informal document INF.34)

Amend new 1.6.4.49 to read as follows:

“1.6.4.49 Tank-containers built before 1 July 2019, fitted with safety valves meeting the requirements in force up to 31 December 2018 but which do not meet the requirements of 6.8.3.2.9 last sub-paragraph concerning their design or protection applicable from 1 January

2019 may continue to be used until the next intermediate or periodic inspection after 1 January 2021.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/13 and informal document INF.34)

Amend new 1.6.4.50 to read as follows:

“1.6.4.50 Notwithstanding the requirements of special provision TU 42 of 4.3.5 applicable from 1 January 2019, tank-containers with a shell constructed of aluminium alloy, including those with a protective lining, which were used before 1 January 2019 for the carriage of substances with a pH value less than 5.0 or more than 8.0, may continue to be used for the carriage of such substances until 31 December 2022.”.

(Reference document: informal document INF.34)

Chapter 6.8

6.8.2.2 Renumber as 6.8.2.2.11 and remove the square brackets.

(Reference document: informal document INF.34)

6.8.3.2.6 Remove the square brackets.

(Reference document: informal document INF.34)

6.8.3.2.9 Replace existing amendment by the following:

“6.8.3.2.9 At the end, add the following new sub-paragraph:

Safety valves shall be designed to prevent or be protected from the entry of water or other foreign matter which may impair their correct functioning. Any protection shall not impair their performance.”.

(Reference documents: ECE/TRANS/WP.15/AC.1/2017/13 and informal document INF.34)

Chapter 6.10

6.10.3.8 (f) Remove the square brackets.

(Reference document: informal document INF.34)

Annex III

Corrections to the 2017 version of RID/ADR/ADN

1. **Chapter 3.2, Dangerous Goods List, for UN 2908, in Column (6)**
Insert 368
 2. **Chapter 3.2, Dangerous Goods List, for UN 2913, in Column (6)**
Insert 325
 3. **Chapter 3.2, Dangerous Goods List, for UN 2913, in Column (6)**
Delete 336
 4. **Chapter 3.2, Dangerous Goods List, for UN 3326, in Column (6)**
Insert 326
 5. **Chapter 3.2, Dangerous Goods List, for UN 3326, in Column (6)**
Delete 336
 6. **Chapter 5.2, 5.2.1.9.2, in the last paragraph, after “black on white”**
Insert or suitable contrasting background
 7. **Chapter 6.1, 6.1.3.1 d)**
Not applicable to English version.
 8. **Chapter 6.1, 6.1.4.1.1, at the end of the Note**
For or electrolytic chromium/chromium-oxide coated steel read or electrolytic chromium/chromium oxide-coated steel
 9. **Chapter 6.4, 6.4.2.11, in the fourth line**
For 4.1.9.1.10 and 4.1.9.1.11 read 4.1.9.1.11 and 4.1.9.1.12
(Reference document: informal document INF.33)
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